SAFETY CAMPAIGN



2024

INTRODUCTION

The International Maritime Pilots' Association (IMPA), established in 1970, represents pilots' organisations in over 50 countries and a professional community of over 8,000 maritime pilots. The Association is a not-for-profit organisation which uses the resources of its membership to promote effective safety outcomes in maritime pilotage as an essential public service. It achieves this objective by bringing together pilots' associations from around the world to share knowledge, expertise and experience on matters affecting maritime pilotage.

The Association is also the active, formal voice of maritime pilotage and pilots in relevant international fora and has been a non-governmental organisation with consultative status at the International Maritime Organization (IMO) since 1973. IMPA delegates make lasting contributions to different aspects of the technical work of the IMO.

THE SAFETY SURVEY

IMPA has conducted an annual safety campaign in its present form since 2015, although the Association has made data about the safety of pilot transfer arrangements and the experience of maritime pilots available to IMO since 2008.

The campaign takes place, 1 – 15 October each year.

In 2024 the survey was supported for the first time by a native application which it is anticipated will help more maritime pilots actively participate in the future.

IMPA would like to express its appreciation to CHIRP-Maritime for its collaboration on an awareness raising video released ahead of the survey this year. We look forward to further collaboration in the future.

IMPA BELIEFS

- 1. The public interest is best served by a fully regulated and cohesive pilotage service free of commercial pressure.
- 2. There is no substitute for the presence of a qualified pilot on the bridge.
- 3. IMO is the prime authority in matters concerning safety of international shipping.
- 4. All states should adopt a responsible approach based on proven safety strategies in establishing their own regulations, standards and procedures with respect to pilotage.
- 5. IMPA represents the international community of pilots. We use the resources of our membership to promote effective safety outcomes in pilotage as an essential public service.
- 6. Existing and emerging information technologies are capable of enhancing on-board decision making by the maritime pilot.



INDEX

- 2 Introduction
- 3 Executive Summary
- 4 Participants
- 5 Ship Type
- 6 Means of Transfer
- 7 Reports to Authorities
- 7 Types of Defect
- 8 Pilot Ladder Defects
- 9 Access to the Deck Defects
- 10 Combination Arrangements Defects
- 11 Safety Equipment Defects

Headlines from 2024

Non-compliance rate

13%

Number of reports

4052

Number of pilots participating

>500

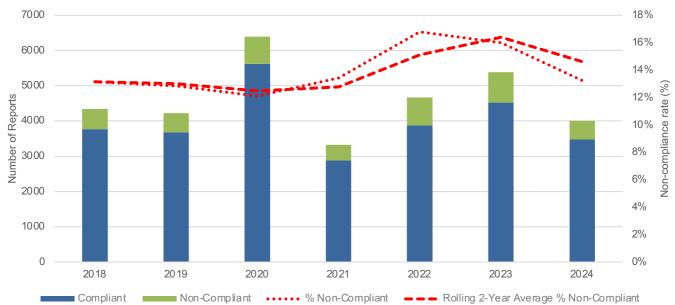
Highest rates of non-compliance found in Europe (19%) and Australasia (23%)

No significant change to historic non-compliance trends Pilot ladders remain the leading source of non-compliant observations 9% of noncompliant pilot ladders were not secured to a strongpoint

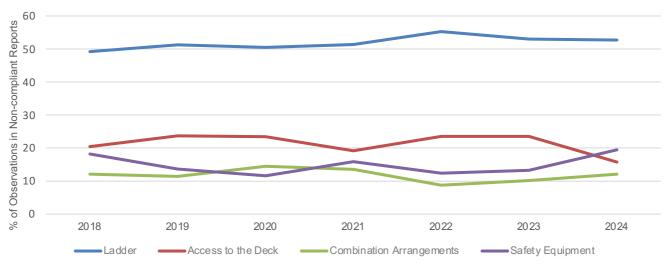
Retrieval line rigging and pilot ladder serviceability remain weaknesses

2024 results in context

Compliance Trends, 2018 - 2024

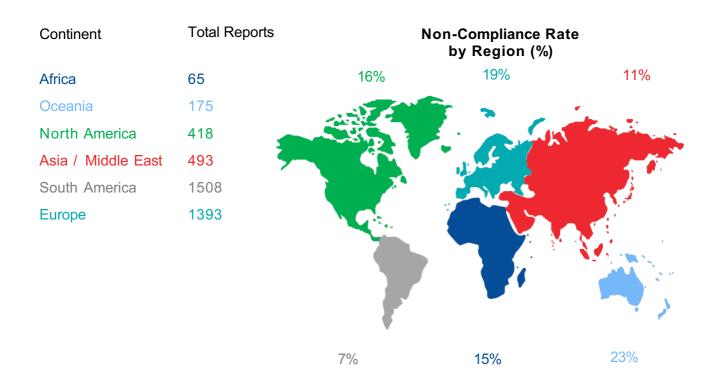


Drivers of Non-Compliance, 2018 - 2024

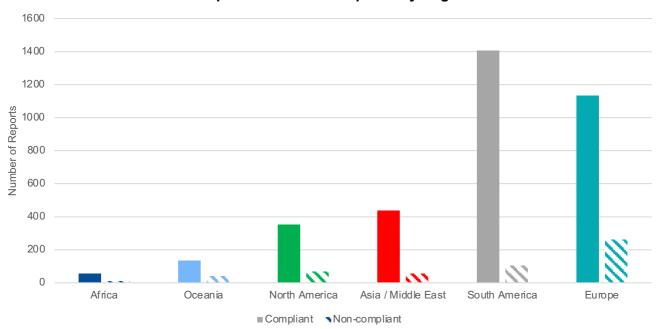


PARTICIPANTS

The charts below illustrate data from **4052** returns provided by participating maritime pilots, which have been grouped into six geographical areas.



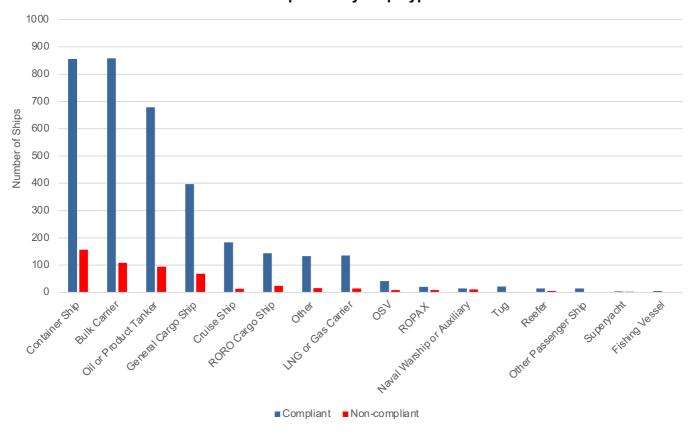
Compliant and Non-Compliant By Region



COMPLIANCE BY SHIP TYPE

| Ship Type | Total Ships | Compliant | Non-Compliant | Non-Compliance Rate (%) |
|-----------------------|-------------|-----------|---------------|-------------------------|
| Container Ship | 1013 | 856 | 157 | 16 |
| Bulk Carrier | 966 | 858 | 108 | 11 |
| Oil or product Tanker | 773 | 679 | 94 | 12 |
| General Cargo Ship | 465 | 397 | 68 | 15 |
| Cruise Ship | 197 | 184 | 13 | 7 |
| RORO Cargo Ship | 167 | 143 | 24 | 14 |
| Other | 149 | 133 | 16 | 11 |
| LNG or Gas carrier | 149 | 135 | 14 | 9 |
| OSV | 50 | 41 | 9 | 18 |
| ROPAX | 28 | 20 | 8 | 29 |
| Naval | 25 | 14 | 11 | 44 |
| Tug | 23 | 21 | 2 | 9 |
| Reefer | 19 | 14 | 5 | 26 |
| Other passenger Ship | 15 | 14 | 1 | 7 |
| Superyacht | 7 | 4 | 3 | 43 |
| Fishing Ship | 6 | 5 | 1 | 17 |

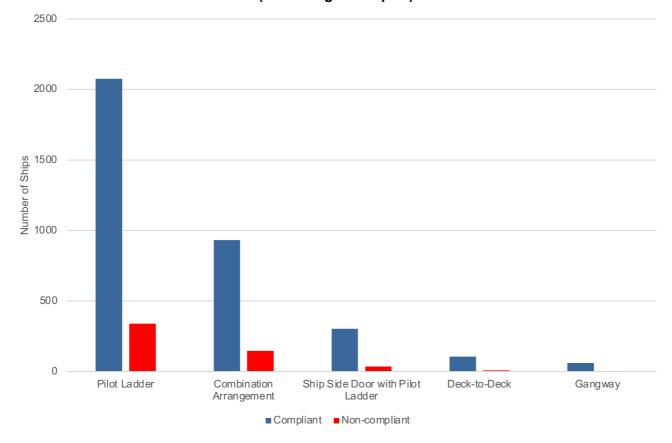
Compliance by Ship Type



COMPLIANCE BY MEANS OF TRANSFER

| Compliance by Means of Transfer | Total | Compliant | Non-Compliant | Non-Compliance Rate (%) |
|----------------------------------|-------|-----------|---------------|-------------------------|
| Pilot Ladder | 2414 | 2075 | 339 | 17 |
| Combination Arrangement | 1078 | 931 | 147 | 19 |
| Ship Side Door with Pilot Ladder | 340 | 304 | 36 | 10 |
| Deck to Deck | 113 | 106 | 7 | 16 |
| Gangway | 63 | 61 | 2 | 7 |

Compliant and non-compliant by means of transfer (Excluding Helicopter)

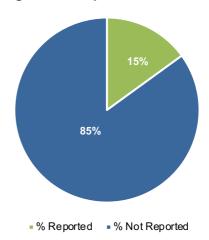


NON-COMPLIANCE BY TYPES OF DEFECT

The first pie chart shows the percentage of the defects that were reported to the appropriate authorities, including but not limited to Port State Control. The second pie chart shows non-compliance by element of the pilot transfer arrangement. Both the number and percentage are shown.

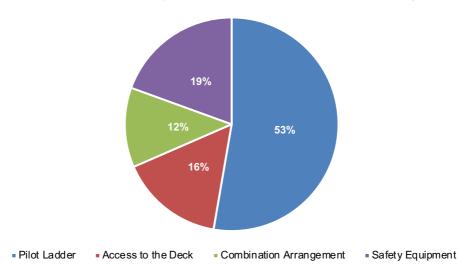
% of non-compliant pilot transfer arrangements reported to authorities

| Total number of non-compliant reports | 531 |
|--|-----|
| Number of non-complaint pilot transfer arrangements reported to the appropriate authorities | 80 |
| Number of non-complaint pilot transfer arrangements not reported to the appropriate authorities | 451 |



| Non-Compliant by Element of the Pilot Transfer Arrangement | Total Number of Reports | % of Total Reports |
|--|-------------------------|--------------------|
| Pilot Ladder | 485 | 53 |
| Access to the Deck | 145 | 16 |
| Combination Arrangement | 111 | 12 |
| Safety Equipment | 179 | 19 |

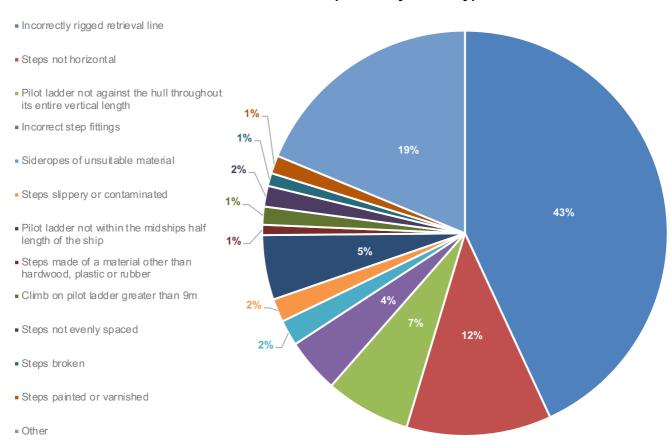
% of non-compliance by element of the pilot transfer arrangement



NON-COMPLIANCE BY TYPE OF DEFECT PILOT LADDER

| Defect | Total | % of all pilot ladder defects |
|---|-------|-------------------------------|
| Incorrectly rigged retrieval line | 209 | 43 |
| Steps not horizontal | 56 | 12 |
| Pilot ladder not against the hull throughout its entire vertical length | 33 | 7 |
| Pilot ladder not within the midships half length of the ship | 25 | 5 |
| Incorrect step fitting | 21 | 4 |
| Sideropes of unsuitable material | 10 | 2 |
| Steps slippery or contaminated | 9 | 2 |
| Steps not evenly spaced | 8 | 2 |
| Climb on pilot ladder greater than 9m | 7 | 1 |
| Steps painted or varnished | 7 | 1 |
| Steps broken | 5 | 1 |
| Steps made of a material other than hardwood, plastic or rubber | 4 | 1 |
| Other | 91 | 19 |

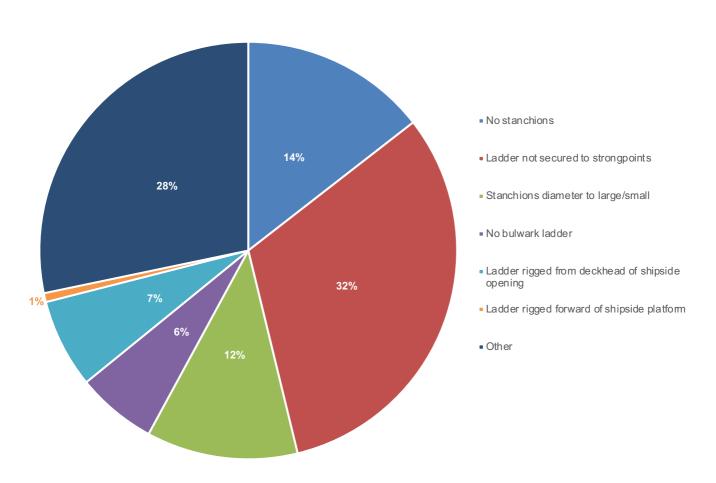
Pilot ladder non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT ACCESS TO THE DECK

| Defect | Total | % of all access to the deck defects |
|---|-------|-------------------------------------|
| Ladder not secured to strongpoints | 46 | 32 |
| No stanchions | 21 | 14 |
| Stanchions diameter to large/small | 17 | 12 |
| Ladder rigged from deckhead of shipside opening | 10 | 7 |
| No bulwark ladder | 9 | 6 |
| Ladder rigged forward of shipside platform | 1 | 1 |
| Other | 41 | 28 |

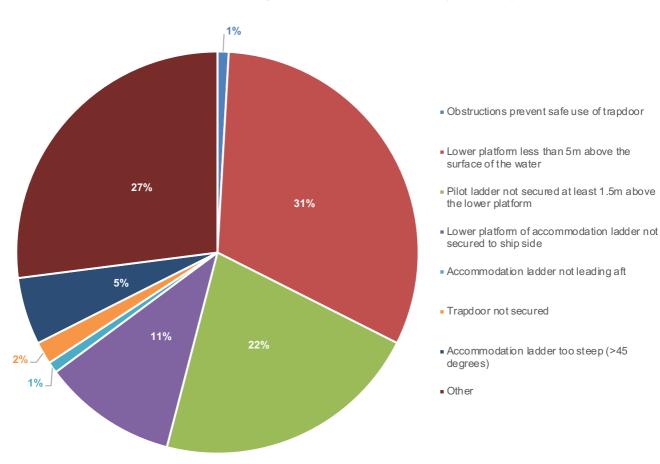
Access to the deck non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT COMBINATION ARRANGEMENT

| Defect | Total | % of all combination arrangement defects |
|---|-------|--|
| Lower platform stanchions/rail incorrect rigged | 41 | 19 |
| Lower platform less than 5 metres above the sea | 37 | 17 |
| Ladder(s) not secured to ship's side | 33 | 15 |
| Pilot ladder not attached 1.5m above accommodation ladder | 31 | 15 |
| Lower platform not horizontal | 31 | 15 |
| Accommodation ladder too steep (>45 degrees) | 12 | 6 |
| Accommodation ladder not leading aft | 0 | 0 |
| Other | 28 | 13 |

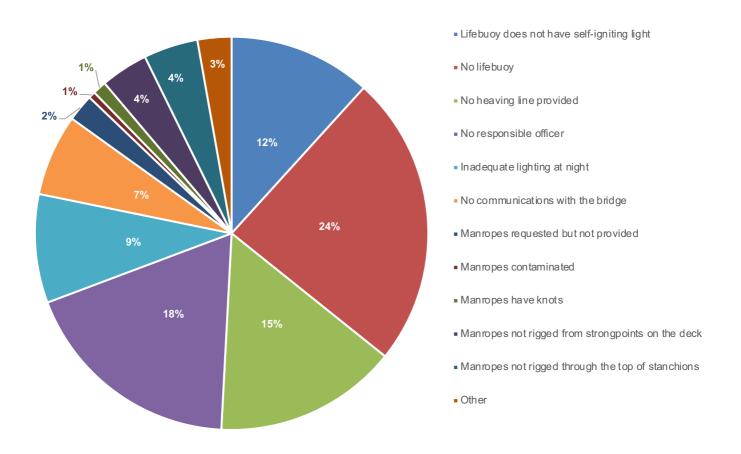
Combination arrangement non-compliance by defect type



NON-COMPLIANCE BY TYPE OF DEFECT SAFETY EQUIPMENT

| Defect | Total | % of all safety equipment defects |
|---|-------|-----------------------------------|
| No lifebuoy | 43 | 24 |
| No responsible officer | 33 | 18 |
| No heaving line provided | 27 | 15 |
| Lifebuoy does not have self-igniting light | 21 | 12 |
| Inadequate lighting at night | 16 | 9 |
| No communications with the bridge | 12 | 7 |
| Manropes not rigged through the top of stanchions | 8 | 4 |
| Manropes not rigged from strongpoints on the deck | 7 | 4 |
| Manropes requested but not provided | 4 | 2 |
| Manropes have knots | 2 | 1 |
| Manropes contaminated | 1 | 1 |
| Other | 5 | 3 |

Safety equipment non-compliance by defect type



SAFETY CAMPAIGN 2024

THE INTERNATIONAL MARITIME PILOTS' ASSOCIATION

EXECUTIVE COMMITTEE

President

Captain Simon Pelletier

Senior Vice President

Captain Alvaro Moreno

Vice Presidents

Captain Ricardo Falcão

Captain Adam Roberts

Captain André Gaillard

Captain Paul Schoneveld

SECRETARIAT

Secretary General

Matthew Williams

Director, Sustainability and

Relationships

Eliane Blanch

Administrative Assistant

Joselyn Luyiga

1 Cornhill

London

EC3V 3ND

UK

www.impahq.org

office@impahq.org